# Northwest Regional Maintenance Coordinator Monthly Reader

**2 MARCH 2001**

**GENERAL INTEREST**

**PRESIDENT'S MESSAGE TO THE ARMED FORCES**

"To the Armed Forces of the United States and the men and women whose work supports them: Your service in the cause of freedom is both noble and extraordinary. Because of you, America is strong and the flame of freedom burns brighter than at any time in history. Your country can never repay you for the sacrifices and hardships you endure. But we are grateful for the liberties we enjoy every day because of your service. As your Commander-in-Chief, I will always support you and your families so that this great nation continues to have the greatest Armed Forces in the history of the world. Thank you." Signed, George W. Bush

* * * * * * * * * * * * * * * * * * *

Chief of Naval Operations message, date time group, 030200Z FEB 01 approved several Fleet Review Board (FRB) recommendations that affect Navy maintenance requirements. A significant reduction of duplicative maintenance tasks was achieved through NAVAIR's reliability centered maintenance plan reviews for the S-3, H-60, E-2, and F/A-18 aircraft including elimination of 1,966 duplicative Intermediate, Organizational and Depot level tasks in the S-3. Additional type/model/series will under go similar reviews as they transition to the Integrated Maintenance Concept (IMC) later this year. The following requirements were eliminated from Aviation Tool Control Program (TCP): mandatory assignment of Maintenance Material Control Officer as the tool control program manager, program manager screening of all SERVMART shopping lists, E5 or above ranking for tool control coordinators, quarterly inventories of replacement tools, maintenance of a requisition logbook, submission of all SERVMART lists and tool requisitions to TCP manager, maintenance of field team and contractor tool control procedure briefing forms for one year, Division Officer approval of all work center tool control representatives (work center supervisors are now authorized to designate a tool control representative) and individual designation letters (monthly maintenance plans may be used to assign responsibility). Quarterly tool container inventories and semiannual work center audits will verify master tool containers inventories reflect actual tools authorized.

A review of over 2200 calibration instruments identified approximately 15 percent that can be eliminated and approximately 70 percent whose intervals can be extended.

A review of 501 MRC candidates nominated by Sailors for reduction has identified over 54,000 fleet man-hour savings.

In order to achieve greater SYSCOM alignment in support of Fleet readiness requirements, the deputies of NAVSEA, NAVAIR, NAVSUP, SPAWAR and CNET, together with appropriate

LANT and PACFLT representation, will convene a SYSCOM Integration Board (SIB). The goal of the SIB is to identify areas where duplicative efforts are on-going and determine processes to integrate these efforts across the SYSCOMs to provide more effective and efficient Fleet support.

**********

Aircraft Intermediate Maintenance Department (AIMD) made the transition from a department of Naval Air Station (NAS) Whidbey Island, WA, to a Detachment of Commander Electronic Attack Wing Pacific (COMVAQWINGPAC). The realignment of AIMD from NAS Whidbey to COMVAQWINGPAC puts AIMD under the same chain of command from which the majority of their funding is provided. Funding to repair aircraft and the policy direction for aviation maintenance comes from the type commander, COMNAVAIRPAC. NAS Whidbey's funding is provided by Navy Region Northwest. In addition, realignment also puts AIMD closer to the warfighters, the customer, and their needs. The basic mission of AIMD to support all aircraft stationed at NAS Whidbey will be unchanged.

**********

Construction began on the new Naval Station Bremerton carrier pier. A ground breaking ceremony was held at the head of Pier Delta 13 February 2001 to kick off the military construction project that has been discussed and in the works for close to a decade. The current pier was built in 1947 and was home to decommissioned Navy ships before it was put in use for active duty ships such as the four AOEs that call Naval Station Bremerton home.

The existing pier doesn't meet the massive requirements of a Nimitz class nuclear aircraft carrier. The new pier will have updated systems so that the job of berthing alongside of it will be much easier. In the long run it will be a larger, better looking, more serviceable pier with quality of life additions. The new pier will be 150 feet wide and more than 1300 feet in length and have a much larger surface area. Also included in the contract are a pier side recreational area and a huge modern laundry for Sailors. The new pier is scheduled to be completed in the fall of 2002.

**********

The Joint Strike Fighter (JSF) moved into a new home at (NAS) Patuxent River, MD, on 12 February 2001. The X-35C, which is Lockheed Martin's JSF carrier variant, will make use of Patuxent River's extensive test and evaluation facilities for simulated carrier landings and approaches, flying qualities analysis and additional performance testing. Although the aircraft has performed simulated carrier landings at Edwards Air Force Base, CA, Patuxent River provides a sea-level test environment with a storied history of carrier suitability work. The X-35C will remain at Patuxent River for approximately one month.

**********

The U.S. Navy moved another step closer to developing a Navy Theater Wide (NTW) capability with a successful flight test of the newly developed Standard Missile 3 (SM-3).

The Aegis cruiser USS LAKE ERIE (CG 70) conducted the Aegis Light Exo-Atmospheric Projectile (LEAP) Intercept Flight Test Round (FTR-1A) mission in the mid-Pacific using the Pacific Missile Range Facility, Kauai, Hawaii. Equipped with the Aegis LEAP Intercept (ALI) computer programs and hardware, LAKE ERIE launched an SM-3 missile demonstrating third stage airframes stability and control through nominal kinetic warhead fourth stage separation. The SM-3 is the Navy's new exo-atmospheric missile developed to counter Theater Ballistic Missile (TBM) threats outside the atmosphere. The primary mission of the NTW Ballistic Missile Defense system is to provide defense in depth from the threat of TBM attack for U.S. and allied forces overseas, including vital areas, critical military assets, population centers and large geographic regions. The FTR-1A mission flew a guided trajectory within the range safety boundaries. The test was strictly an evaluation of SM-3 airframes stability and control through nominal warhead separation. A target was launched to verify launch procedures for future firings, to verify Aegis Weapons System fire control data and tracking performance, and to collect engineering data from the missile, all in preparation for follow-on flight missions.

**********

**REGIONAL DIVE LOCKER (RDL):**

While conducting a routine hull inspection, the RDL Everett site divers found a problem with the USS PAUL F. FOSTER (DD 964) hull. The prairie masker belt was damaged to such an extent that the FOSTER could not get underway for deployment. The masking system is designed to lower the acoustic signature of the ship. The divers worked quickly to correct the problems, coordinating with the ship, NAVSEA, and civilian contractors. The complex job was completed in two days and the ship was able to get underway on time for deployment.

NWRMC POC: LT BRIAN LAWRENCE DSN 439-0842 or
COMMERCIAL (360)-476-0842

*****REGIONAL MAINTENANCE MEETINGS/CONFERENCES/VISITS*****

None scheduled at this time.

**NWRMC WEB SITE ADDRESS**

www.pnwrmc.navy.mil

The next issue date for the Reader is 6 April 2001.